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25X REFERENCES (11)

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(2) A cut between Schoenwalde and **Schoenerlinde** requires extensive

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letter of 16 October 1978 from the
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excavation work, which will take several weeks.

(3) The heavy construction work on the embankment has been completed from **Schoenerlinde** to Lindenhof and for a kilometer beyond. Minor work is still to be done.

e. Between Karow and Lindenhof:

(1) Large culverts require extensive concreting work. Under construction are:

- 1 culvert with a span of three meters
- 1 culvert with a span of nine meters
- 2 culverts with spans of six meters each

(2) Bridge over Panke River: Both abutments have been completed. The central support and the main girders are still missing.

f. Karow:

(1) Railroad overpass: Both abutments have been completed, but the central supports are under construction and the main girders are still missing, (see Annexes 2a and b).

(2) A narrow-gauge track has been laid from Karow to **Schoenerlinde** to facilitate the hauling of earth and cement.

(3) Reconstruction of the tracks (4) of the Karow freight station is under way.

g. Marzahn to Karow:

(1) Laying of the track on a ballasted roadbed will be completed in about two weeks.

(2) The track from Marzahn has two junction loops connecting it with the Berlin - Bernau (R 53/2 96) line, in the direction of Karow and of Blankenburg. Construction of the embankment is being widened by an additional track from the loop as far as the Blankenburg railroad station.

h. Materials for the permanent roadway: A materials depot (rails and ties) is in Schoenwalde and **Schoenerlinde**. The rails are ten years old.

i. Construction staff: The headquarters of the Soviet construction staff is Wendischloss on the Dahme River (Grunau). It is called Construction Staff No 23.

j. Opening of the line: The new date set for the opening of the Grunenburg - Karow line is 30 April 1950.

2. The Karow - Basdorf section was observed to be under construction on 3 March 1950. The new line crosses the Berlin - Bernau line north of Karow. A worker employed on this project stated that work has been done in three shifts and that 14 culverts are required on this section.

Comment:

a. The reasons for undertaking this project were given in the Comment on a previous report.*

b. The surveying work was completed in September 1949. The line laid out for a projected **Reichsautobahn** was used for the Karow-Schoenwalde section. The Schoenwalde - Basdorf - Wensickendorf section uses an existing branch line, which is being improved for a main railroad line. The Wensickendorf -

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Oranienburg section is entirely new construction.

c. Construction work was started in September 1949. The necessary labor was drafted. Work is being done in three shifts.

d. The bridge over the Havel River north of Karow is being built chiefly by Soviet railway engineer troops.

e. The crossing point under construction between Karow and Buch (L 55/Z 56) is an overpass over the double-track Berlin Interurban Railway (direction of Bernau).

f. Supervision of the construction work, formerly handled by Germans, has passed to Soviet Construction Staff No 23.

g. Rail requirements apparently are not yet covered. The rails available were dismantled somewhere else, and are not of the best quality.

h. It seems doubtful that the new target date (1 May 50) will be met. The line was originally scheduled to be completed on 1 March 1950. The official opening may take place on that date for propaganda reasons, but the line probably will not be ready for operation.

i. Completion of this by-pass will close the gap in the freight ring around Berlin to the north and northeast. The other sections of this re-routing line are complete. This will make the Soviets almost invulnerable to counter-measures by the Western powers in the event of a renewed blockade of Berlin; their trains will no longer have to pass through Berlin, and therefore will not be affected by the blocking of the Western sectors of the city to Soviet Zone transit traffic.

3 Annexes: 1 sketch
2 photos

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